

**IN THE SPECIFICATION:**

*In the priority information as presented in the Preliminary Amendment, please amend same as follows:*

**Related/Priority Application**

This application claims priority with respect to British Application No. 9920311.9, filed August 28, 1999 and ~~PCT Application No. PCT/GB00/03267, filed August 25, 2000.~~

*In the paragraph on page 1, lines 20-23:*

Our U.K. Patent Application No: 9715092.4, now U.K. Patent No. 2,315,559,  
discloses load-indicating apparatus which is sectional so as to be portable and capable of  
installation on any length of existing conventional track. The apparatus is rendered sectional  
by comprising two identical frames which are connectible by means enabling them to be  
urged apart, the means being disposed at the mid-point of the gap between the rails. This  
mid-point connection has been found not to provide sufficient rigidity for accurate load  
indication.

*In the paragraph on page 4, line 15 through page 5, line 23:*

Referring now to Figure 1 of the drawings, apparatus for indicating the load imposed  
by each axle and/or each wheel of rail vehicle is sectional to facilitate its portability, and  
includes two solid carrier shoes 10. Each shoe 10 is short enough to fit between adjacent rail  
clamps on a length of conventional track, and is substantially convex in the sense that its top  
surface has plane end portions 12 inclined downwardly at an angle of, say, two to five degrees  
from its central highest plane portion 14 as shown in Figure 3. The shoes 10 are adapted to  
be urged apart to clamp them with a very high degree of rigidity along and against the  
adjacent sides of a pair of rails such as 16 (see Figure 4) by means of two spaced-apart

parallel struts 22 ~~which are~~ each of which extends effectively over the full distance between the shoes 10 as clearly shown in Figure 1 whilst being readily separable from the shoes 10.

To this end, each strut 22 abuts, when in its operative position shown in Figure 1, at one end against one of the shoes 10 and at the other end against a washer 24 and a nut 26 on a screw-threaded spigot 28 rigidly secured by welding to the other of the shoes 10. Each strut 22 is tubular and fits closely at said one end over a plain spigot 30 rigidly secured by welding to one of the shoes 10 and at said other end over that end of the screw-threaded spigot 28 remote from the other of said shoes. Each shoe 10 has welded to it one screw-threaded spigot 28 and one plain spigot 30 whereby both shoes 10 have the same uniform configuration. Each of the screw-threaded spigots 28 also carries a lock-nut 32 which is tightenable against the nut 26. Each shoe 10 also has rigidly secured to it by welding two carrying handles 34. When the apparatus is unclamped, the separability of the struts 22 from the shoes 10 facilitates portability of the apparatus by allowing each strut and each shoe to be handled individually. Struts 22 of different lengths can be provided to suit different track gauges, that is to say different spacings between pairs of rails.